

## Abstract

A fuel injection device for internal combustion engines is proposed, having a magnet valve (24) that has a damping chamber (40) and a relief chamber (41), which communicate hydraulically through a damping throttle (39, 51) that damps in both laminar and turbulent fashion. As a result, the waviness of the characteristic curves of the fuel injection system is reduced and its function is improved.

(Fig. 2)